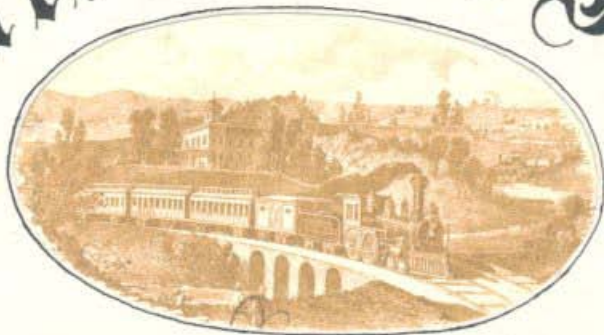


# Railroads of Iowa



The coming of the railroads to Iowa marked a rapid increase in the development of the State. From the formation in 1853 of the first corporation, to build a line from Davenport on the Mississippi to the Missouri, until the turn of the century, many different companies operated in Iowa. Some of the earlier lines are still in operation but under different names. The Panic of 1857, failure of some of the hastily organized companies, the widespread doubt as to the practicability of railroads because of tragic accidents and finally the Civil War retarded their construction until after 1865.

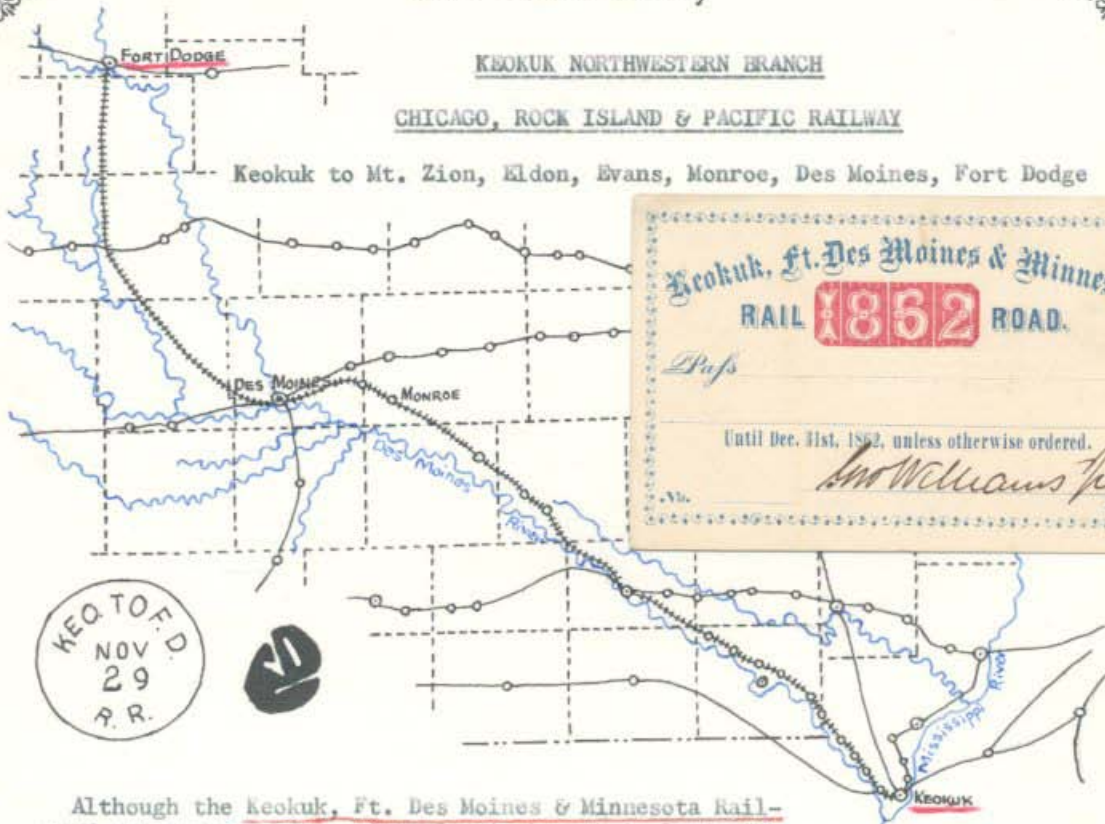


**CONSTRUCTION WORK** was a problem in those first days of Iowa railroading. Men were scarce and methods were, by our present standards, painfully slow. The first Dubuque & Pacific tracks were unballasted, and the ties had to be bolstered with cordwood. Even so, the tracks would spread and derail the trains.



Map of the Central Portion of the United States showing the lines of the proposed Pacific Railroads, published about 1861. The Dubuque & Pacific extended to Cedar Falls, the Mississippi & Missouri River R.R. to Newton. Note the proposed "Des Moines Valley Railroad" from Keokuk to Des Moines.

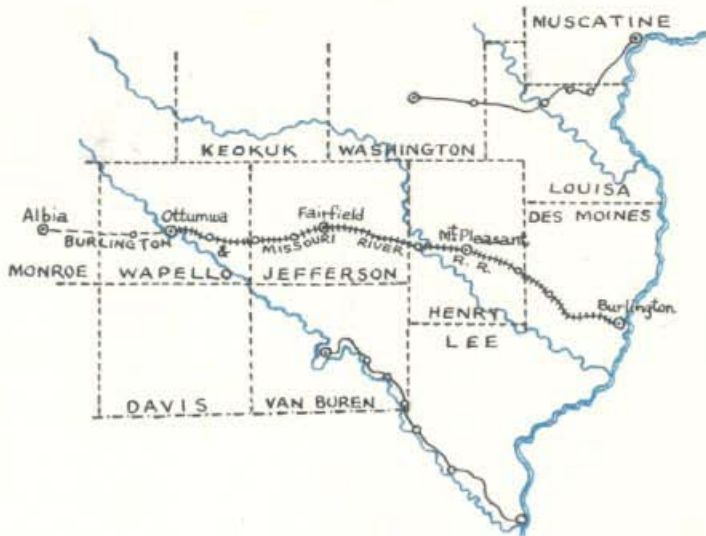
# Iowa Postal History



Although the Keokuk, Ft. Des Moines & Minnesota Railroad commenced construction of this branch in 1856 with 38 miles to Bentonsport, then 54 miles in 1861 to Eddyville, it was not until 1866 that the Des Moines Valley Railroad added 74 miles to Des Moines. The route north of Des Moines extended to Grand Junction in 1870, finally to Fort Dodge in 1871, a distance of 249.7 miles. Twelve trips daily were made under Mail Contract No. 11011. The Des Moines to Fort Dodge portion of the line was sold under foreclosure in 1875, subsequently became a portion of Minneapolis & St. Louis Railroad. This postal card was mailed in 1873.



# Iowa Postal History



## CHICAGO, BURLINGTON & QUINCY R. R.

This letter was postmarked May 23, 1862, on the Burlington & Missouri River Railroad, being carried from Mt. Pleasant to Fairfield. It is now operated as the Chicago, Burlington & Quincy Railroad. This company was incorporated by a preliminary meeting of some of the principal citizens of Burlington, Iowa, on the 15th day of January, 1852, but it did not complete its organization nor become an efficient company before November 25, 1853. The first 75 miles of the road, to Ottumwa on the Des Moines River, were located and the building of it commenced March 22, 1854, finally reaching that station in August of 1859. It had reached Fairfield, 51 miles from Burlington, by August of 1858.



Burlington & Missouri River R. R.  
1866  
COMPLIMENTARY.

Pass Hon. D. W. Kellogg

Vice Pres. Des Moines Valley Railroad.

As per condition on the other side,

Until December 31, 1866.

W. E. Kellogg Supt.

THE WESTERN MAILS

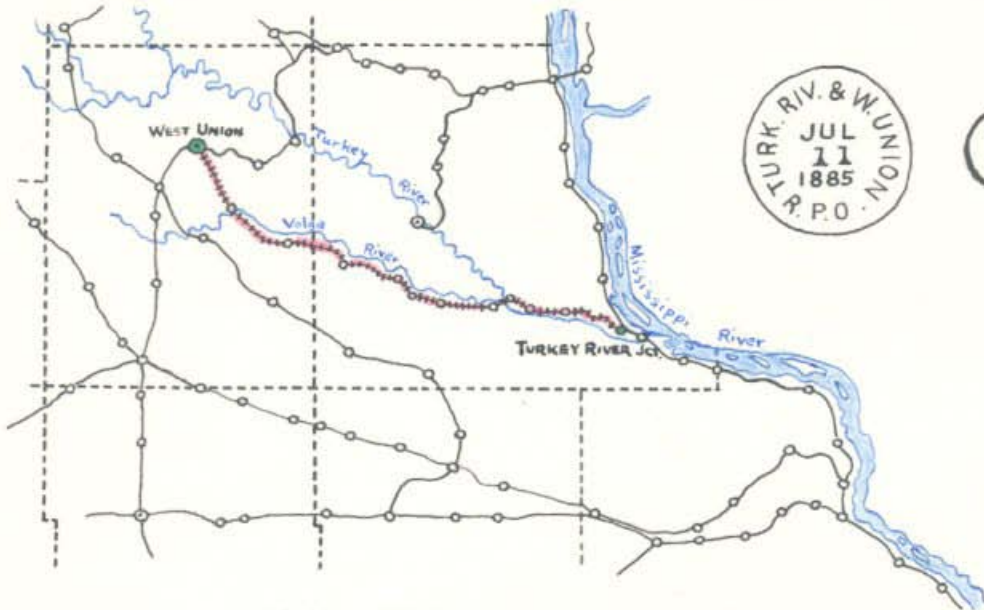


Reverse of Pass showing the routes of the NORTH MISSOURI system for 1870.



Cover above was placed onboard a train where the 2¢ stamp was canceled with the rare postmark of the "NORTH MISSOURI R.R., NOV 27" 1866.

# Iowa Postal History



## CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

### Turkey River Branch

This branch was constructed over a 10-year period a distance of 58 miles to connect Turkey River junction, on the Mississippi River, with West Union in Fayette County, travelling along the Turkey and Volga rivers. In 1872 the Dubuque & McGregor Railroad built 15.1 miles to Garber; in 1878 the Chicago Clinton & Dubuque Railroad completed 29.6 miles to Wadena; and, in 1882 the Chicago, Milwaukee & St. Paul Railroad completed the 13.6 miles to W. Union. Six trips daily were carried under Mail Contract No. 27039.

IF NOT CALLED FOR IN 10 DAYS, RETURN TO

**HENRY PUST,**

DEALER IN

LUMBER, LATH, SHINGLES, DOORS, SASH  
MOULDINGS & BUILDING PAPER.

LITTLEPORT, CLAYTON COUNTY, IOWA.



261  
38

96

*Henry Pust  
Rice Aug 13/85  
Looking for "oak stock"*



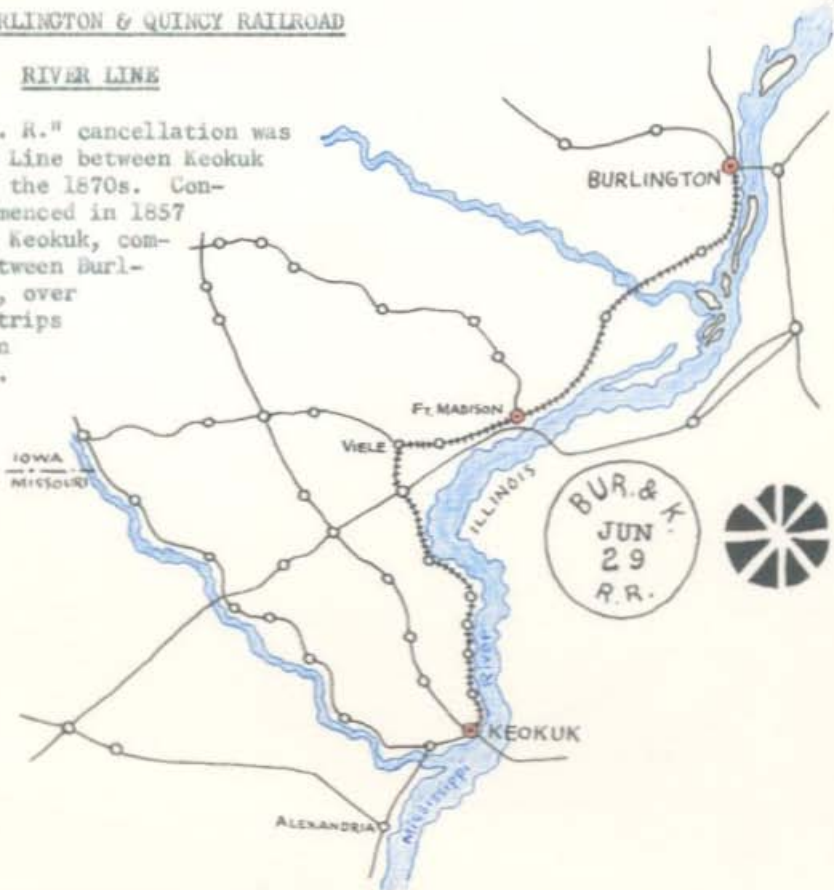
*J. C. Crosby  
Garrettsville  
Iowa*

# Iowa Postal History

## CHICAGO, BURLINGTON & QUINCY RAILROAD

### RIVER LINE

This "BUR. & K. R. R." cancellation was used on the River Line between Keokuk and Burlington in the 1870s. Construction was commenced in 1857 between Vile and Keokuk, completed in 1870 between Burlington and Keokuk, over which 43 miles 6 trips daily were made on Mail Contracts No. 11002 & 27011.



# RAILROADS

## CHICAGO, MILWAUKEE & ST. PAUL RAILROAD

This cover was postmarked on October 16, 1877 by the agent aboard the Fayette & Davenport division of the Chicago, Milwaukee & St. Paul Railroad, originating from Monticello. It was probably handed directly to the agent by the clerk from the Burnett House.





# Iowa Postal History



C. D. & M.  
MAR  
16  
R. R.



CHICAGO, MILWAUKEE & ST. PAUL R. R.

This letter was postmarked March 16 (in the '70's) by an agent of the Chicago, Dubuque & Minnesota R. R. Written from Elkport, Clayton Co., it went to Davenport where it was transferred to Des Moines.



THE WESTERN MAILS



DES MOINES & FT. DODGE R. R.

Cover shown bears the handstamp of the railroad station at RIPPEY, IOWA. On January 1, 1887 the railroad was purchased by the CHICAGO & ROCK ISLAND R. R. See opposite page for the full story.



# Iowa Postal History



## MINNEAPOLIS & ST. LOUIS RAILWAY

### FT. DODGE & DES MOINES BRANCH

This postal card was mailed on this route from Rippey in 1879.

Construction of this railroad was commenced in 1868 by the Des Moines Valley Railroad, with 82½ miles being completed in 1870 to Tara from Des Moines. In 1882 the Des Moines & Fort Dodge R. R. completed 55 miles to Ruthven. Trackage rights were granted for the Tara to Fort Dodge segment.

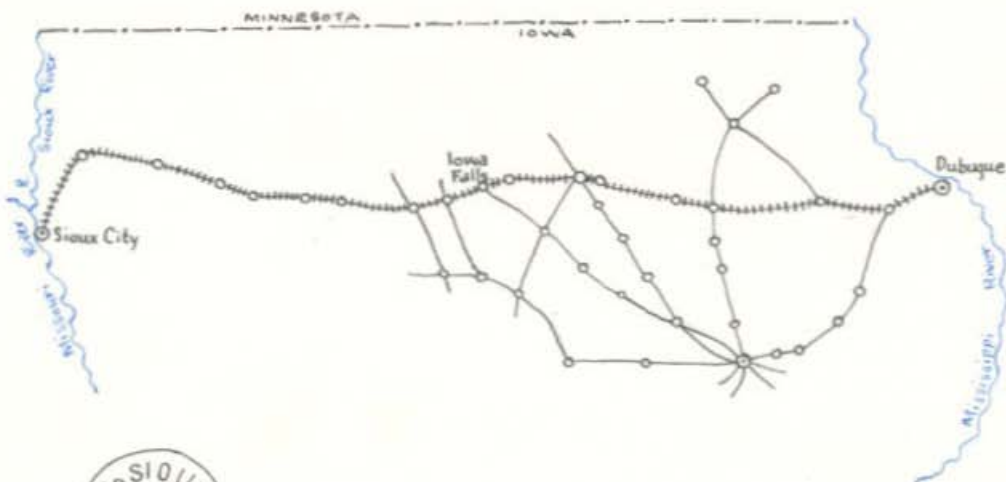
The Des Moines to Tara portion of the route was sold at foreclosure in 1874 to the Des Moines and Fort Dodge Railroad, which continued to operate it until January 1, 1887. It was then

leased to and operated by the Chicago, Rock Island & Pacific Railroad until January 1, 1905. From then on it has been leased to, operated and finally owned by the Minneapolis & St. Louis Railway.

Six trips daily were made under Mail Contract No. 27031 between Des Moines and Fort Dodge at the time this postal card was mailed in 1879.



# Iowa Postal History



## ILLINOIS CENTRAL RAILROAD

The Main Line of this railroad was built in three different segments, with the construction of 29 miles first to Dyersville from Dubuque, then 49 miles to Jesup by the Dubuque & Pacific R. R., in 1857 and 1860. The Dubuque & Sioux City R. R. completed 21 miles to Cedar Falls in 1861, 43 miles to Iowa Falls in 1866. The Iowa Falls & Sioux City R. R. completed 49 miles to Fort Dodge in 1869, 136 miles to Sioux City in 1870.

This cover was mailed on this line soon after the completion of the road to Sioux City, when in 1871 there were 12 trips daily under Mail Contract No. 11007 operating on the 327.1 miles between Dubuque and Sioux City by the Illinois Central Railroad system.

The use of the word "To" in the railroad cancel was not commonly used.





CHICAGO & NORTHWESTERN RAILWAY

ONAWA BRANCH

This "Maple River Junction & Mapleton" Agent cancellation appears on a postal card, in 1879, soon after this branch line was constructed. These 60.2 miles were built in 1877 by the Maple River Railroad. In 1878 there were 6 trips daily by the Chicago & Northwestern Railway under Mail Contract No. 27038.



# Iowa Postal History



## CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

### Maquoketa Branch

The Davenport & St. Paul Railroad Company constructed 32.4 miles of this route, from Aldridge to Maquoketa, in 1872. The remaining 10 miles were completed into Davenport before 1875. At the time that this cover was to receive this very fancy Agent-marking of J. E. Baird, on a Southbound trip in 1881 the Davenport & St. Paul Railway was operating 6 trips daily under Mail Contract No. 27018. This cover originated at Maquoketa, travelled to Davenport and thence eastward to Watertown, New York.



# Iowa Postal History

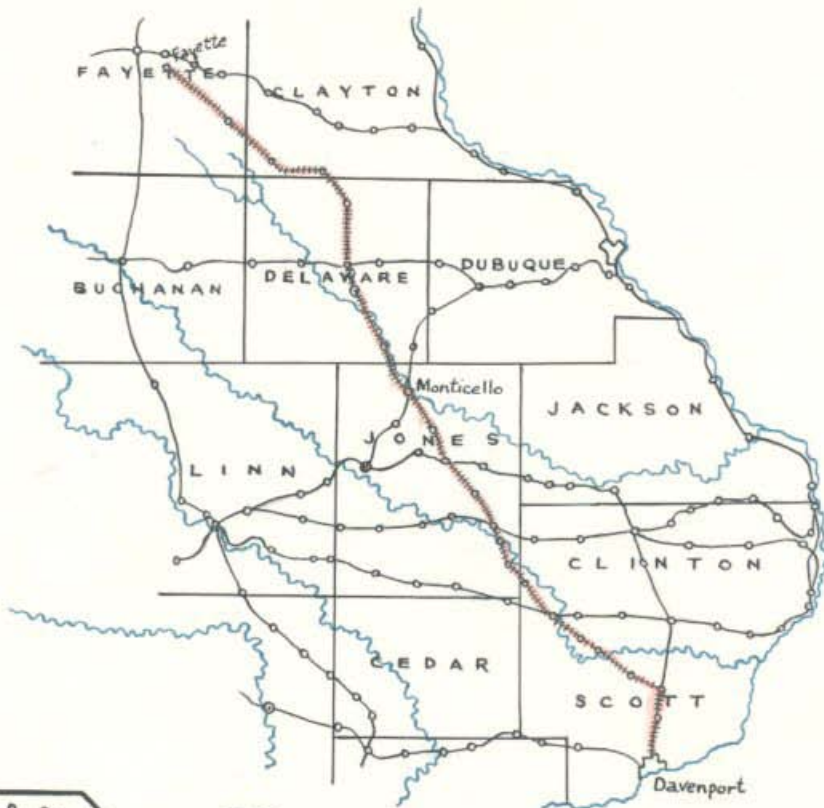


## ILLINOIS CENTRAL R. R.

This letter was postmarked January 15, in the early 1870's while carried on the Dubuque to Iowa Falls division of the Dubuque & Sioux City Railroad, later operated by the Illinois Central Railroad. This railroad was projected in 1854 and the preliminary line was surveyed in 1856 & construction started. Forty miles was completed to Earlville by January, 1858. The next year it was extended to Jessup in Buchanan County and in the spring of 1861 it was continued to Cedar Falls, Blackhawk County, 100 miles from Dubuque. It reached Iowa Falls in 1865. This route, with its fine connections with the Des Moines Valley Railroad at Fort Dodge and the Sioux City and Missouri River Railroad further west furnished Wisconsin, Minnesota and northern Iowa the shortest communication with the Western States.



# Iowa Postal History



OSCAR C. COLE,  
MAR 17 1880  
FAYETTE & DAVENPORT AGT.



CHICAGO, MILWAUKEE & ST. PAUL R. R.  
This letter was postmarked March 17, 1880,  
by an agent aboard the Fayette & Davenport  
division of the Chicago, Milwaukee & St.  
Paul R. R., originating from Monticello.







A. Lincoln—  
HIS LIFE AND TIMES

THE RAILROADS



DUBUQUE & WESTERN RAILROAD

In 1859 this railroad was built from Farley to Anamosa, Iowa. From Dubuque to Farley the Dubuque & Western operated over the line of the Dubuque & Sioux City Railroad. By 1865 the line from Anamosa to Cedar Rapids was completed and the name changed to Dubuque & South Western Railroad. The cover shown is a unique usage of a patriotic cover and the only known use of the marking of the DUBUQUE & WESTERN RAILROAD.



1861



D6



IRON BRIDGE ACROSS THE MISSISSIPPI RIV. AT BURLINGTON.

## B. & M. R. R. R.

The **TRACK** is in the MOST THOROUGH ORDER.  
 The **EQUIPMENT** is in the BEST CONDITION.  
 The **MOTIVE POWER** is Large and in First Class Condition.  
 The **MILLER PLATFORMS & COUPLERS** on all Trains.  
**WESTINGHOUSE SAFETY AIR BRAKE** on all Trains.  
**PULLMAN SLEEPERS** on all Night Trains.  
**PULLMAN DINING CARS** on the Pacific Express Trains.  
**NOT A SINGLE ACCIDENT** in THREE YEARS.  
 By **NO OTHER ROUTE** is a Passenger so sure of his **SAFETY, COMFORT and QUICK PASSAGE**.



## BURLINGTON ROUTE

### TIME TABLE

MINNEAPOLIS, KANSAS, CALIFORNIA and the Territories.

**TO THE WEST.**

**TIME TABLE FROM BURLINGTON.**

STATIONS.	Pacific Express.	MAIL.	Express.
<b>B. &amp; M. R. R.</b>			
Leave BURLINGTON.....	7:30 P. M.	8:30 A. M.	2:15 P. M.
Arrive St. Ploumont.....	8:57 "	9:15 "	3:15 "
" Fairfield.....	9:20 "	10:14 "	3:52 "
" Ottumwa.....	10:40 "	12:05 P. M.	4:10 "
" Albia.....	12:02 A. M.	2:10 "	4:18 "
" Charleston.....	1:37 "	2:50 "	10:30 "
" Osceola.....	2:55 "	4:00 "	1:01 A. M.
" Albia.....	4:05 "	5:04 "	3:40 "
" Creston.....	4:30 "	5:30 "	4:30 "
" Osceola.....	5:41 "	6:39 "	5:44 "
" Villona.....	6:57 "	7:47 "	6:57 "
" Mud Oak.....	7:11 "	8:05 "	7:15 "
" Hannaburg.....	8:30 "	11:57 "	8:30 "
" Keosauqua City.....	11:00 "	1:30 A. M.	11:00 "
Leave Mud Oak.....	1:30 A. M.	8:10 P. M.	7:30 A. M.
Arrive Pacific Junction.....	8:55 "	9:55 "	8:55 "
" Plattsmouth.....	9:30 "	10:30 "	9:30 "
" Lincoln.....	12:30 P. M.	1:30 P. M.	12:30 P. M.
" Ferte.....	3:30 "	4:30 "	3:30 "
" Beatrice.....	5:00 "	6:00 "	5:00 "
Leave Pacific Junction.....	8:55 A. M.	8:55 P. M.	8:55 A. M.
Arrive Council Bluffs.....	9:55 "	9:55 "	9:55 "
" Omaha.....	11:00 "	11:00 "	10:00 "
<b>PACIFIC ROADS.</b>			
Leave Omaha.....	11:30 A. M.	6:00 P. M.	11:30 A. M.
Arrive Cheyenne.....	1:00 P. M.	1:00 P. M.	1:00 P. M.
" Denver.....	1 " 7 h.	2 " 4 h.	1 " 7 h.
" Ogden.....	2 " 6 h.	2 " 27 h.	2 " 6 h.
" Salt Lake.....	2 " 8 h.	2 " 2 h.	2 " 8 h.
" Sacramento.....	4 " "	5 " 23 h.	4 " "
" San Francisco.....	4 " 6 h.	6 " 1 h.	4 " 6 h.

**THROUGH COACHES TO MO. RIVER POINTS.**

*Pullman's Palace Sleeping Cars.*

**PULLMAN'S DINING CARS ON PACIFIC EXPRESS.**

**RATES AS LOW AS THE LOWEST.**

**NEW LINE TO KANSAS.**

**TIME TABLE FROM BURLINGTON.**

STATIONS.	Pacific Express.	MAIL.	Kansas City Express.
Leave BURLINGTON.....	7:30 P. M.	8:30 A. M.	2:15 P. M.
Arrive Mt. Pleasant.....	8:57 "	9:15 "	3:15 "
" Fairfeld.....	9:20 "	10:14 "	3:52 "
" Ottumwa.....	10:40 "	12:05 P. M.	4:10 "
" Albia.....	12:02 A. M.	2:10 "	4:18 "
" Charleston.....	1:37 "	2:50 "	10:30 "
" Osceola.....	2:55 "	4:00 "	1:01 A. M.
" Albia.....	4:05 "	5:04 "	3:40 "
" Creston.....	4:30 "	5:30 "	4:30 "
Leave Creston.....	4:40 A. M.	5:50 P. M.	4:40 A. M.
Arrive Bedford.....	6:28 "	7:35 "	6:28 "
" Hopkins.....	7:10 "	8:25 "	7:10 "
<b>K. C. &amp; M. R. R.</b>			
Leave Hopkins.....	1:10 A. M.	8:30 P. M.	7:30 A. M.
Arrive Maryville.....	7:30 "	9:05 "	7:30 "
" Bedford.....	8:57 "	9:10 "	8:57 "
" Nayantah.....	10:05 "	10:20 "	9:05 "
" St. Joseph.....	10:45 "	11:30 "	10:45 "
" Richfield.....	11:01 "	1:06 A. M.	11:01 "
" Atchison.....	11:49 "	1:55 "	11:49 "
" Weston.....	12:50 P. M.	2:15 "	12:50 P. M.
" Leavenworth.....	12:50 "	3:25 "	12:50 "
" Kansas City.....	2:30 "	3:20 "	2:30 "

Pacific Express, leaving BURLINGTON at 7:30 P. M., takes Pullman's Sleeper, that runs through to Kansas City and first class cars for Kansas City, with but one change—at Creston.

Kansas City Express, leaving BURLINGTON at 2:15 P. M., runs through cars to Kansas City.

**CONNECTIONS.**

At St. Joseph, with St. Jo. & Denver City R. R., running West to Hanover.

At Atchison, with C. & E. P. R., running West to Waterville.

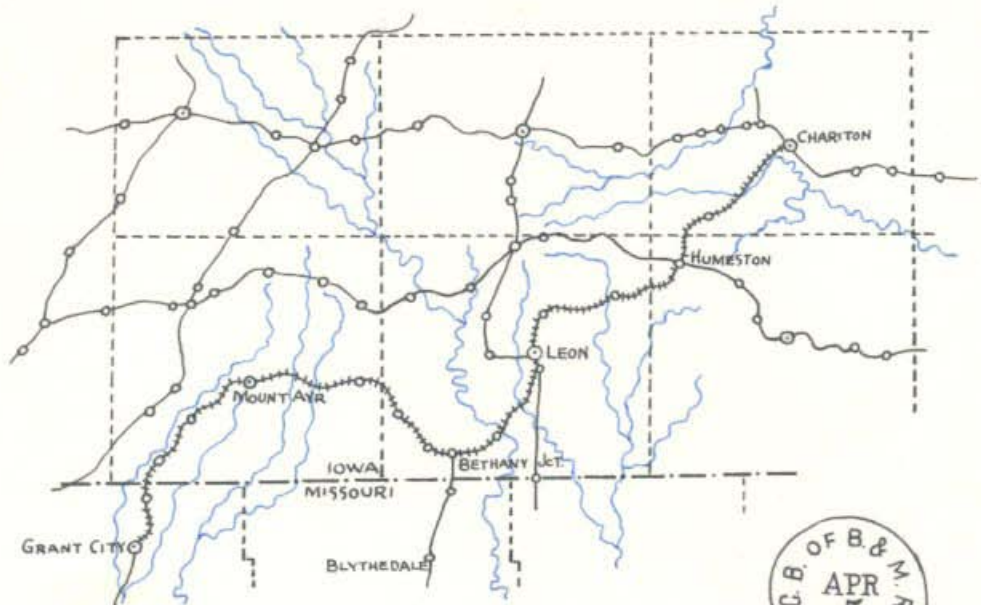
At Weston, with Atchison, Topeka & Santa Fe R. R., running South-West to Newton.

At Kansas City, with K. P. R., running West to Denver.

At " " " " M. R. P. & G. R. R., " " South to Dexter.

At " " " " L. & G. R. R., " " Colleyville.

# Iowa Postal History



CHARITON BRANCH

CHICAGO, BURLINGTON & QUINCY RAILROAD

This branch railroad was built a distance of 89 miles, southwesterly, to Grant City, Missouri, travelling through and serving the communities of Lucas, Wayne, Decatur and Ringgold counties in Iowa. Eventually, in 1886, it connected Des Moines, Iowa with St. Joseph, Missouri, a distance of 200 miles. Construction was commenced in 1872, 36.7 miles between Chariton and Leon, by the Burlington & Missouri River Railroad. In 1880 the Leon, Mt. Ayr & Southwestern Railroad completed 57.6 miles to Grant City. That was the year of this postal, when 6 trips daily were made by the Burl. & Mo. River R. R.



**BURLINGTON & MISSOURI RIVER  
RAIL ROAD.**  
*Pass Men John Russell*  
*Auditor of State of Iowa*  
*Until December 31, 1871, unless otherwise ordered.*  
*J.B. 67*  
*E. Perkins*  
*400 Main Street*

*A. L. Hull Sec State*  
*Des Moines*  
*Iowa*

STATE OF

IOWA

ORGANIZED IN 1855

SHARES \$50 EACH

# KEOKUK, MT PLEASANT & MUSCATINE RAILROAD COMPANY



SECRET

SECRET

2



This is to certify that W. H. Wilbourne is entitled to Two Shares of the Capital Stock of the KEOKUK, MT PLEASANT & MUSCATINE RAILROAD COMPANY transferable only on the Books of the Company by himself or his Attorney upon the surrender of this Certificate.

In Testimony Whereof the said Company have caused this Certificate to be signed by their President & Secretary.

MT. PLEASANT, IOWA, April 12<sup>th</sup> 1876

S. M. Ogden Secy

Wm. M. Murphy Cash

I know all men by  
appoint  
to  
or more attorneys under  
Witness

do hereby  
for  
them named shares with power one

W

KEOKUK, MT. PLEASANT & MUSCATINE RAILROAD.

**W. H. WILBOURNE**

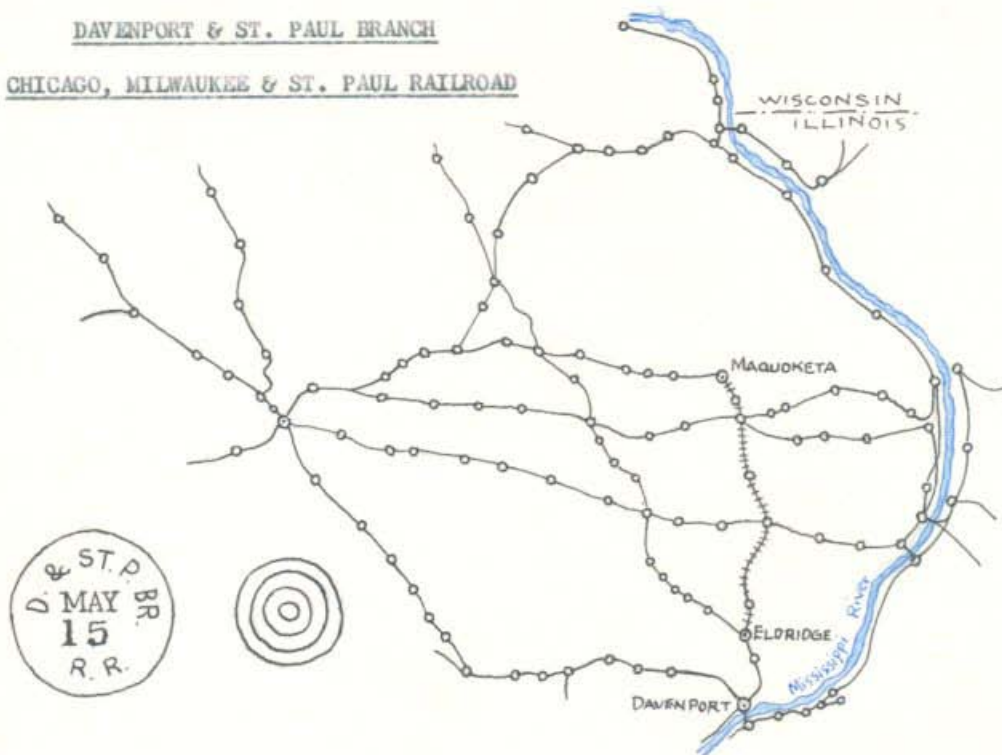
Until Dec 31 1886, unless other wise ordered.

W. H. Wilbourne Sup

# Iowa Postal History

## DAVENPORT & ST. PAUL BRANCH

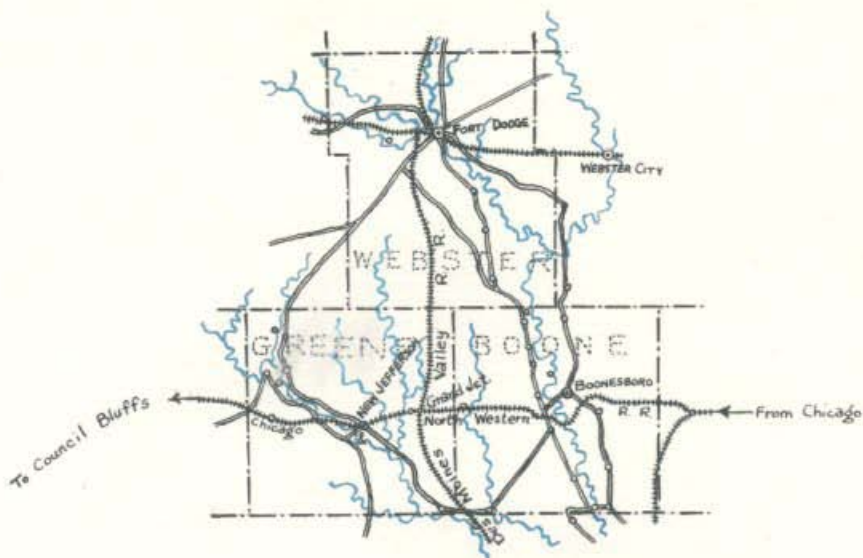
### CHICAGO, MILWAUKEE & ST. PAUL RAILROAD



The Maquoketa Branch of the Davenport & St. Paul Branch of the Chicago, Milwaukee & St. Paul Railroad was built in 1872, a distance of 32.4 miles, between Maquoketa and Eldridge, to connect with the Davenport & Calmar Ry. In 1877, when this postal card was mailed, The Davenport & St. Paul R. R. made 6 trips daily under Mail Contract No. 27018.



# Iowa Postal History



## CHICAGO & NORTH WESTERN R. R.

This letter, postmarked June 17, 1870 at Boone, Iowa, was carried aboard a mail car on the Chicago & North Western Railroad to Grand Junction. Here it was transferred to a Des Moines Valley Railroad train, for the balance of its trip to Fort Dodge. The above map indicates this was the only rail connection between these points at that time, & pictures the stage-roads connecting the various villages. Just eleven years prior to this time the Northwestern had come only to Cedar Rapids, from Chicago. The Cedar Rapids & Missouri River R.R. was organized to extend the road to Council Bluffs, which was finally completed by 1867.



# Iowa Postal History



## CHICAGO, MILWAUKEE & ST. PAUL R. R.

This letter was postmarked October 15, 1881 by an agent aboard the Davenport and St. Paul branch of the Chicago, Milwaukee & St. Paul Railroad. Other rail routes of that day are also shown on the map.



Iowa Postal History



No. 1 engine taking on water on Dubuque & Pacific line in 1858.



Railroad passes of three of Iowa's early railroads.



# Iowa Postal History

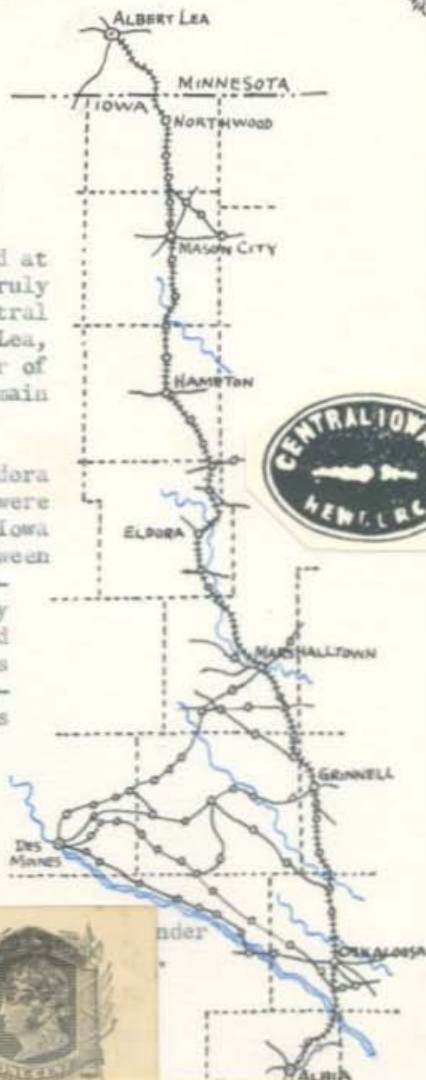


IOWA CENTRAL RAILROAD

MINNEAPOLIS & ST. LOUIS RAILWAY

This cancellation (as appears on the postal card at the bottom of this page, mailed in 1876) is truly representative of its descriptive title "Iowa Central Railroad." For this route, 190 miles from Albert Lea, Minnesota to Albia, Iowa traversed the very center of Iowa's rich farmland, crossing a number of the main river systems of the state.

Construction was commenced in 1867 by the Eldora Railroad & Coal Company, when 16 miles of track were laid between Ackley and Eldora. In 1868 the Iowa River Railway Company completed 27 more miles between Eldora and Marshalltown. In 1870 the Central Railroad of Iowa built 65 miles of road between Ackley and Northwood and in 1871 the route was completed by the same company when 81 miles of track was laid between Albia and Marshalltown, thus completing the southern portion of the route. It is to be noted that this route served Mason City, Hampton, Eldora, Marshalltown, Grinnell, Oskaloosa, intersecting a number of other cross-state railways and skirting the capital city of Des Moines, approximately fifty miles to the west.



INCORPORATED UNDER THE LAWS OF THE STATE OF NEW YORK

# CLIFTON MINING COMPANY

CLIFTON, ST. LAWRENCE COUNTY, NEW YORK



This is to certify that *Wm. Dever* is entitled to *Three* ~~Shares~~ *Shares* of the Capital Stock of the **CLIFTON MINING COMPANY**, not subject to assessment, transferable on the Books of the Company, in person or by Attorney only upon the surrender of this Certificate.

In Witness Whereof, we have affixed our hand and the Seal of the Company.

*Wm. Dever*  
New York June 25 1872  
*E. J. Legume*  
Secretary

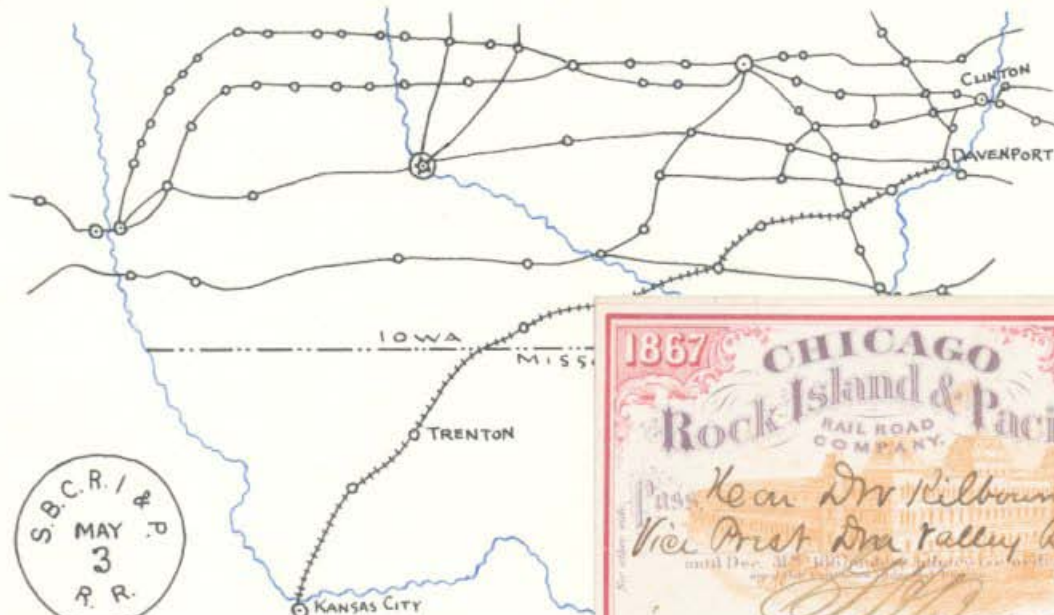
PRESIDENT

SECRETARY



SHARPS & STEVENS

# Iowa Postal History



## CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

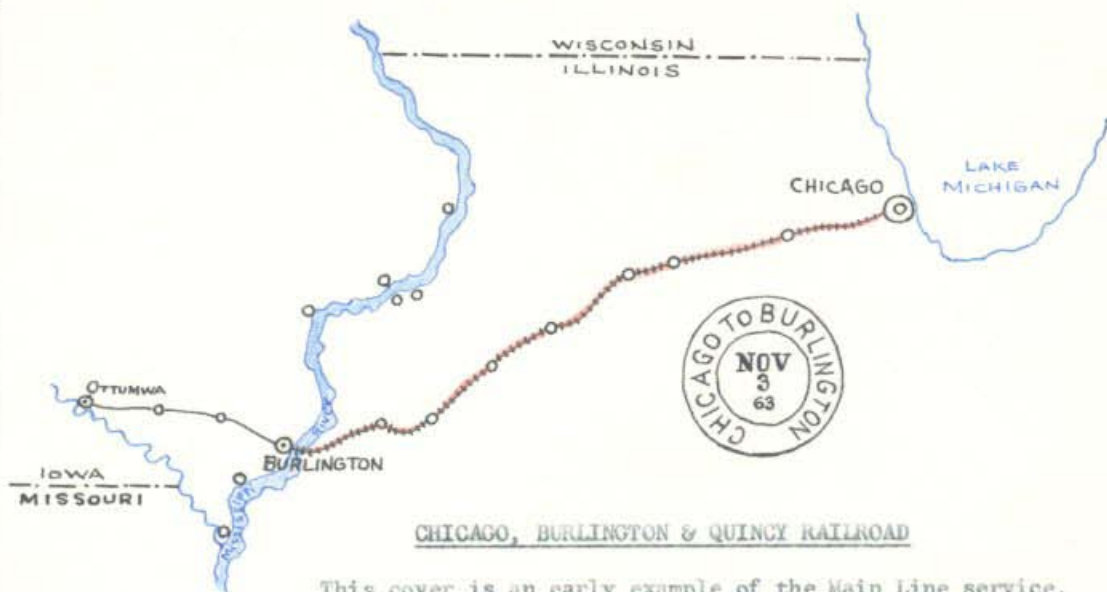
### SOUTHWESTERN LINE

This envelope carried a letter from South English, Iowa to Salem, Oregon in the early 1880s. It travelled southwesterly to Kansas City, on to the west.

This branch of the C. R. I. & P. Ry. extended 196 miles, from Davenport, Iowa to Trenton, Missouri. Construction was commenced in 1856, completed in 1881. The Mississippi & Missouri R. R. built 12 miles from Wilton to Muscatine and 38 miles to Washington. The Chicago & Southwestern Ry. completed 270 miles to Leavenworth, Kansas. The C. R. I. & P. Ry. finished 26 miles from Davenport to Muscatine. Six trips daily were made, Contract No. 27017.

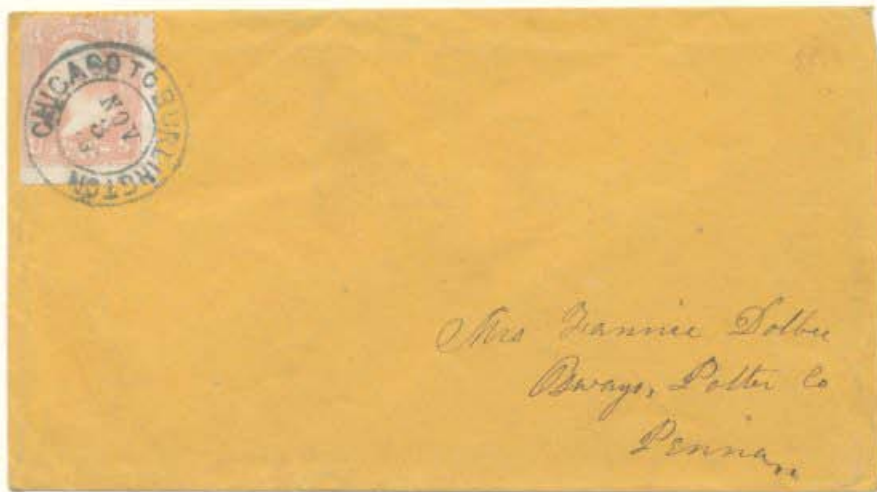


# Iowa Postal History



CHICAGO, BURLINGTON & QUINCY RAILROAD

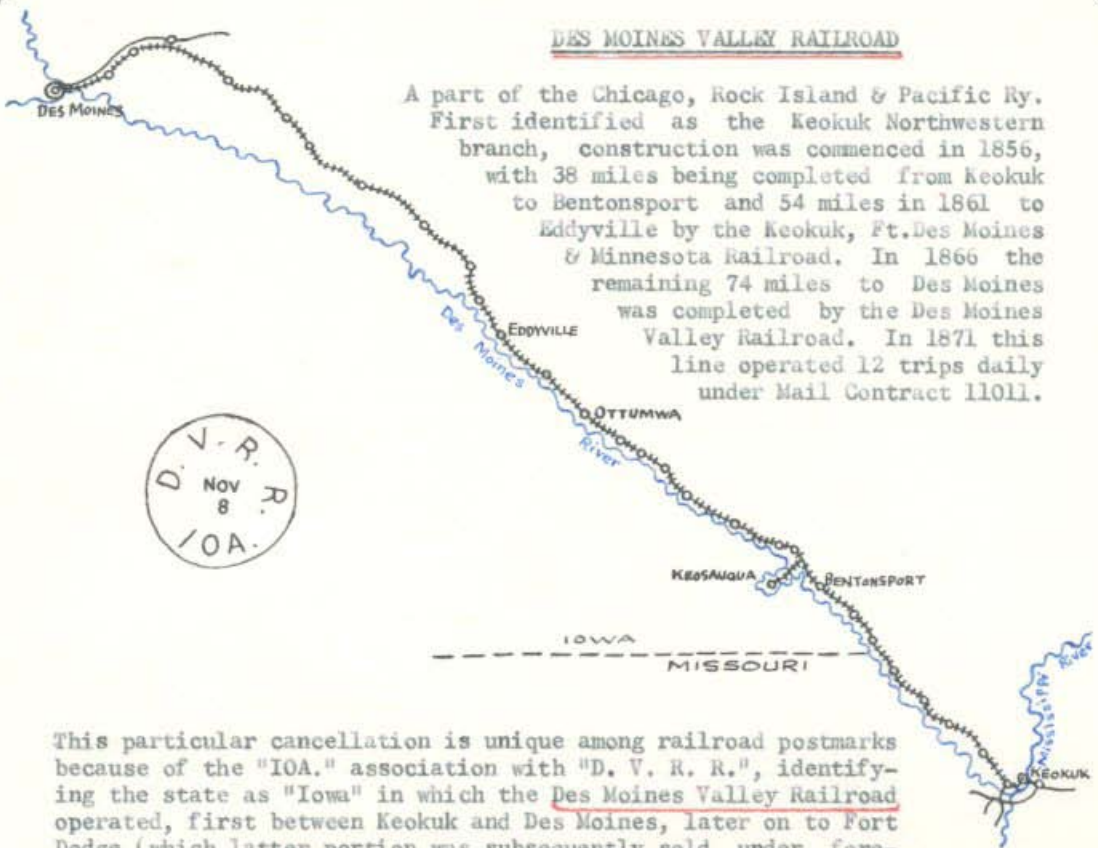
This cover is an early example of the Main Line service, on the Chicago, Burlington & Quincy Railroad, in 1863, which operated between Chicago, Illinois and Ottumwa, Iowa. Construction was commenced in 1856 between Burlington and Mount Pleasant, 27 miles, by the Burlington & Missouri River Railroad. In 1859, 47 more miles were completed to Ottumwa. In 1863 the C. B. & Q. Ry. had 12 trips daily between Chicago and Burlington under Mail Contract N<sup>o</sup> 11505, a distance of 211 miles.



# Iowa Postal History

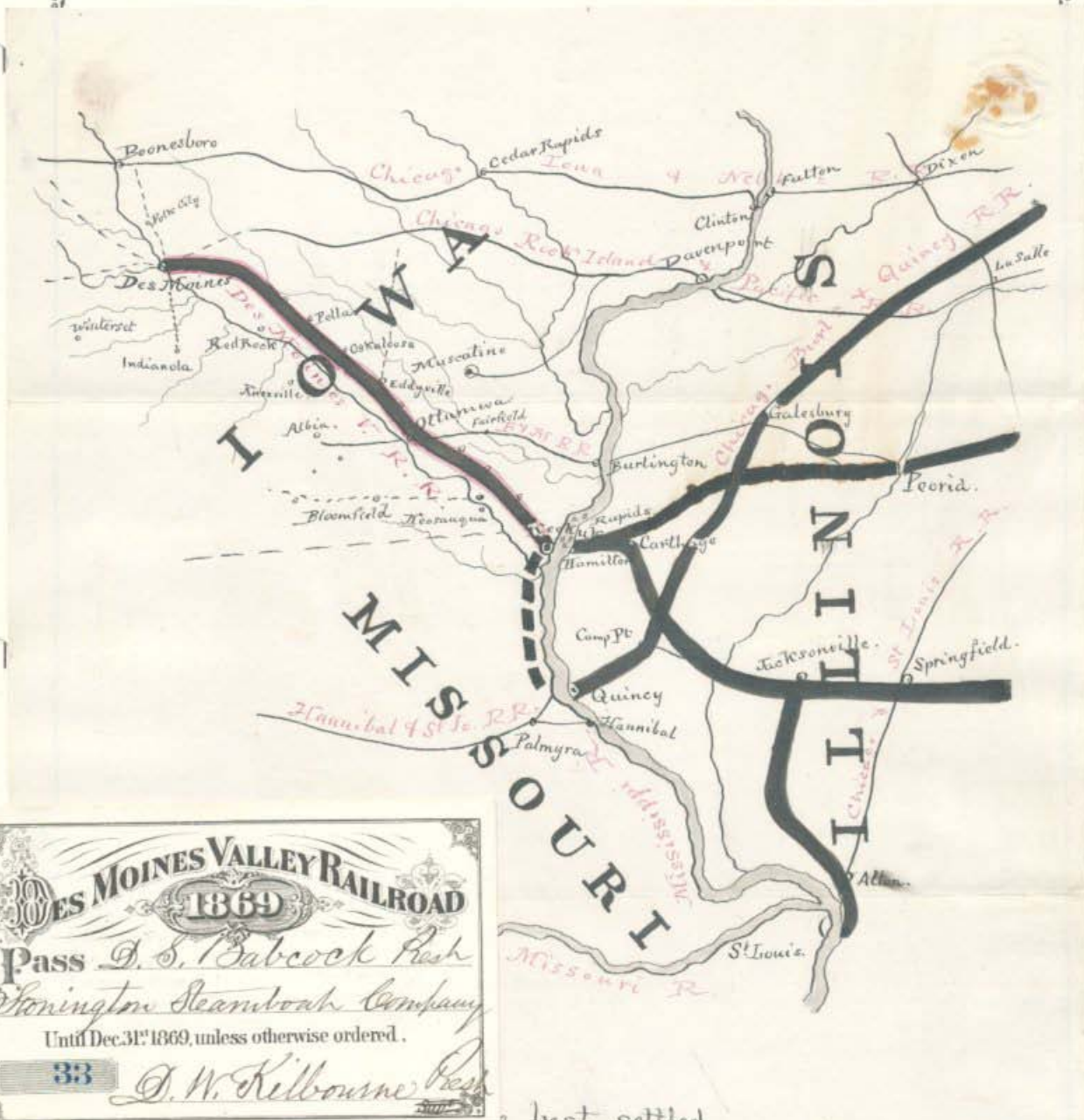
## DES MOINES VALLEY RAILROAD

A part of the Chicago, Rock Island & Pacific Ry. First identified as the Keokuk Northwestern branch, construction was commenced in 1856, with 38 miles being completed from Keokuk to Bentonsport and 54 miles in 1861 to Eddyville by the Keokuk, Ft. Des Moines & Minnesota Railroad. In 1866 the remaining 74 miles to Des Moines was completed by the Des Moines Valley Railroad. In 1871 this line operated 12 trips daily under Mail Contract 11011.



This particular cancellation is unique among railroad postmarks because of the "IOA." association with "D. V. R. R.", identifying the state as "Iowa" in which the Des Moines Valley Railroad operated, first between Keokuk and Des Moines, later on to Fort Dodge (which latter portion was subsequently sold under foreclosure in 1875 and became a part of the Minneapolis & St. Louis Railroad.)

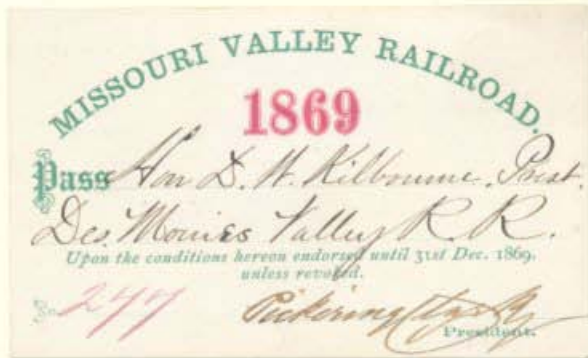




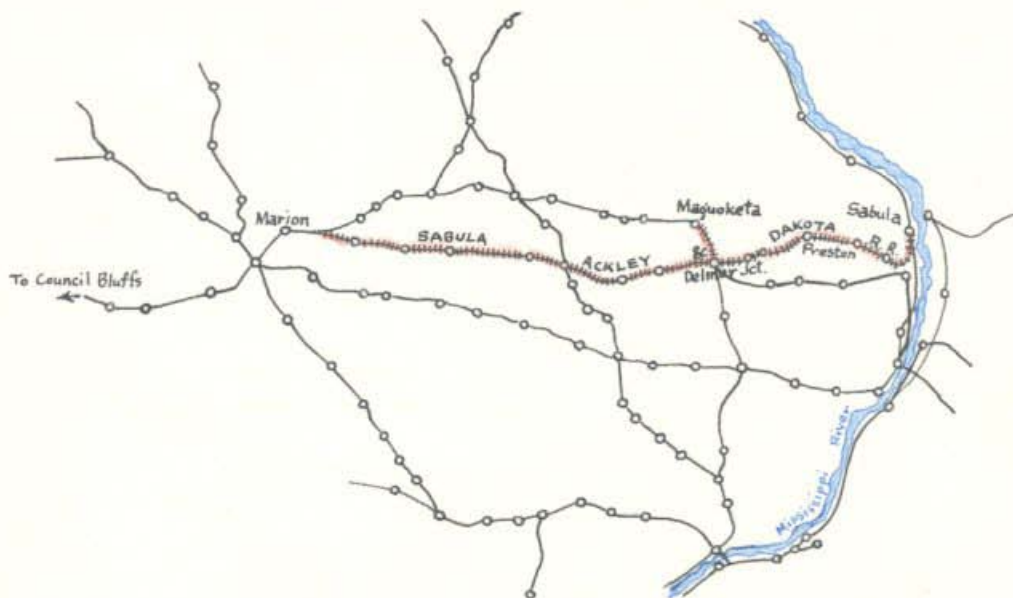
the best settled portions of Iowa and Illinois.

Original sketch which accompanied proposals for the establishment of the Des Moines Valley R. R. up the valley from Keokuk to Des Moines. Note that the artist called attention to "the best settled portions of Iowa and Illinois".

THE WESTERN MAILS



# Iowa Postal History



## SABULA, ACKLEY & DAKOTA R. R.



Now a part of the Chicago, Milwaukee & St. Paul Railway. Construction commenced in 1870, 20 miles completed from Sabula to Preston, 13 more to Delmar Junction in 1871, and finally, 54 in 1872, to Marion. Became a part of the C. M. & St. P. Ry. in 1880; 160 miles completed to

Council Bluffs in 1882. This cover cancelled in 1872, when 6 trips daily were made under Mail Contract No. 11017. Cover originated at Maquoketa.





# Iowa Postal History

Form 1 (rev. 12,000.)

This receipt, properly filled up by the shipper, must accompany the freight.

## Des Moines & Fort Dodge



RAILROAD COMPANY.

Freight Station, *Desm*

### CONDITIONS.

Freight offered for transportation must be in good order, properly packed and distinctly marked, otherwise the Company will not be responsible for the loss of goods or wrong delivery.

*The responsibility of the Company under this receipt to terminate when the goods are unloaded from the Cars at the Company's Station to which dispatched.*

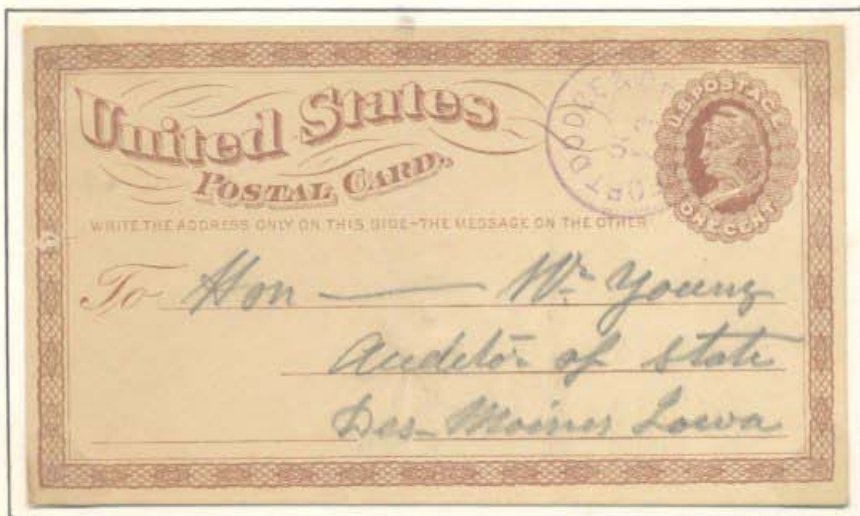
The Company will not be responsible for leakage of Liquids, breakage of Glass or Queensware, or loss or damage to goods, occasioned by providential causes, or by FIRE from ANY CAUSE, while in transit or at Stations.

The Company are not responsible for accidents or delays from unavoidable causes, or by the decay or injury of perishable articles.

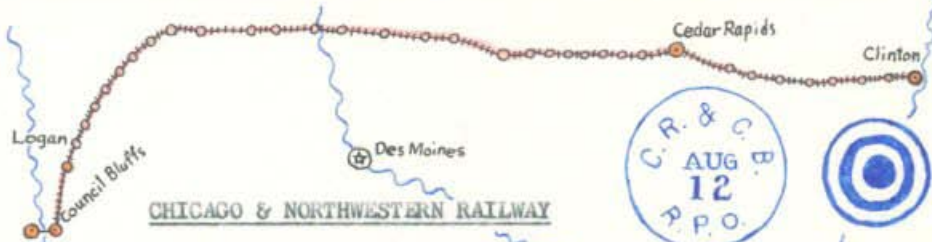
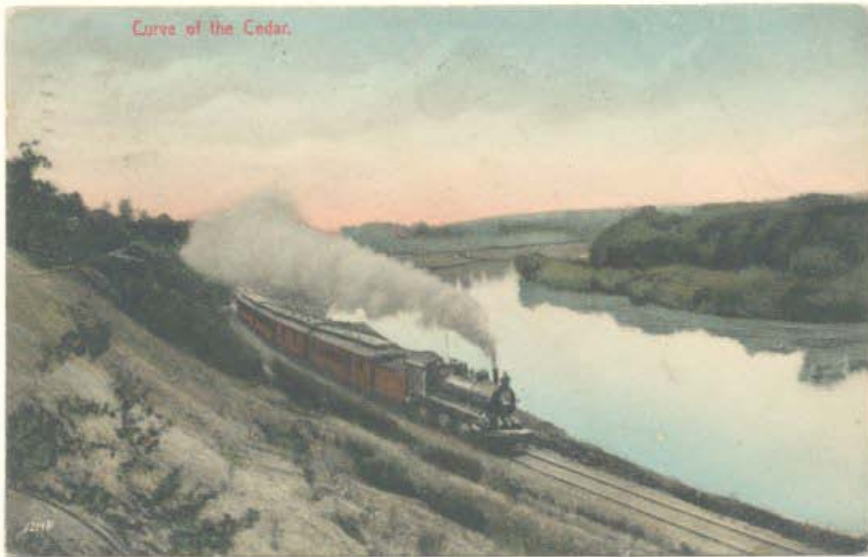


Freight receipt of the Des Moines & Fort Dodge Railroad Co.

Postal card mailed in the 1870's from Fort Dodge to Des Moines showing the Agent's marking on the D.M.Valley R.R.



# Iowa Postal History

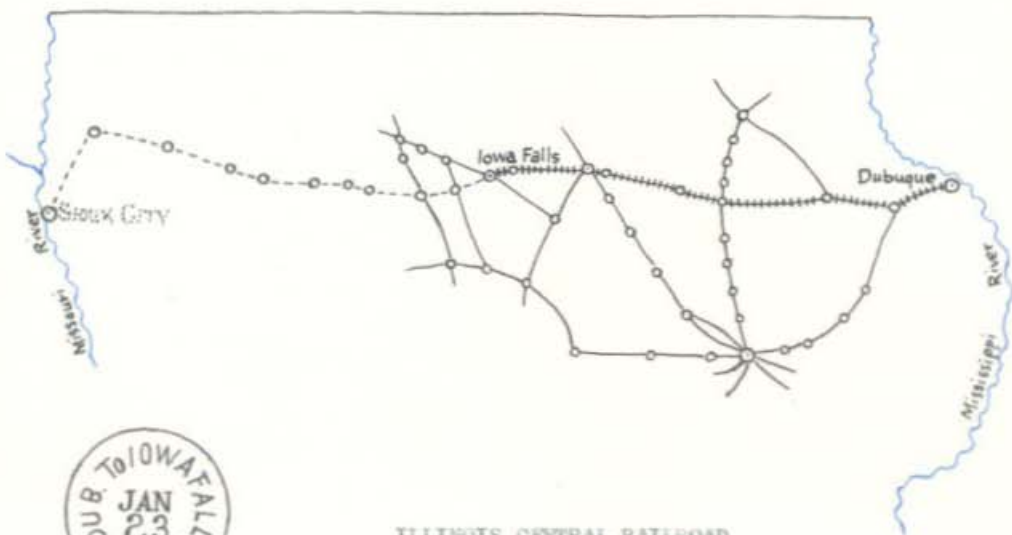


CHICAGO & NORTHWESTERN RAILWAY

The Main Line of this railroad connects Chicago with Council Bluffs, via Clinton and Cedar Rapids. This postal card, mailed in 1875 from Logan, travelled over most of the Iowa-portion to Clinton when 12 trips daily were carried under Mail Contract No. 23003.



# Iowa Postal History



## ILLINOIS CENTRAL RAILROAD

First called the Dubuque & Pacific Railroad, when construction was commenced in 1857 from Dubuque, it was changed to the Dubuque & Sioux City Railroad in 1861 when construction was continued on from Jesup to Cedar Falls, and then to Iowa Falls in 1866.

This cover was mailed on the Dubuque to Iowa Falls segment of the railroad in the early 1870s, and bears the rather uncommon cancellation which incorporates the use of "To" instead of "&" in connection with the termini.

The dotted lines indicate the course the railroad took beyond Iowa Falls when, in 1869 and 1870, the Iowa Falls & Sioux City Railroad Company completed the line to Sioux City and the Missouri River, thus linking 2 great rivers (Mississippi and Missouri) bounding the state of Iowa.

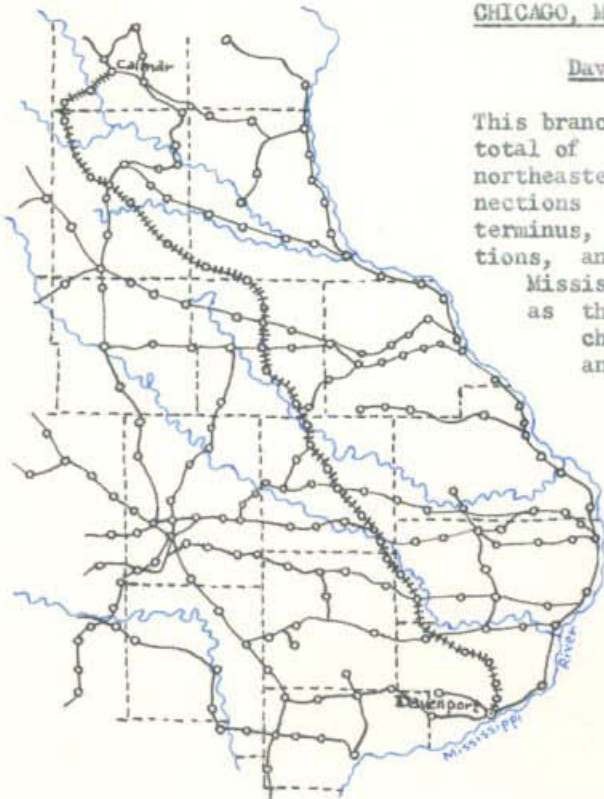


# Iowa Postal History

## CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

### Davenport - Calmar Branch

This branch was constructed 1872-1882 a total of 165.7 miles, to serve several northeastern Iowa counties in their connections with Davenport, an important terminus, both for eastern rail connections, and for river traffic on the Mississippi River. It first started as the Davenport & St. Paul R. R., changed to the Chicago, Milwaukee and St. Paul Railway in 1880.

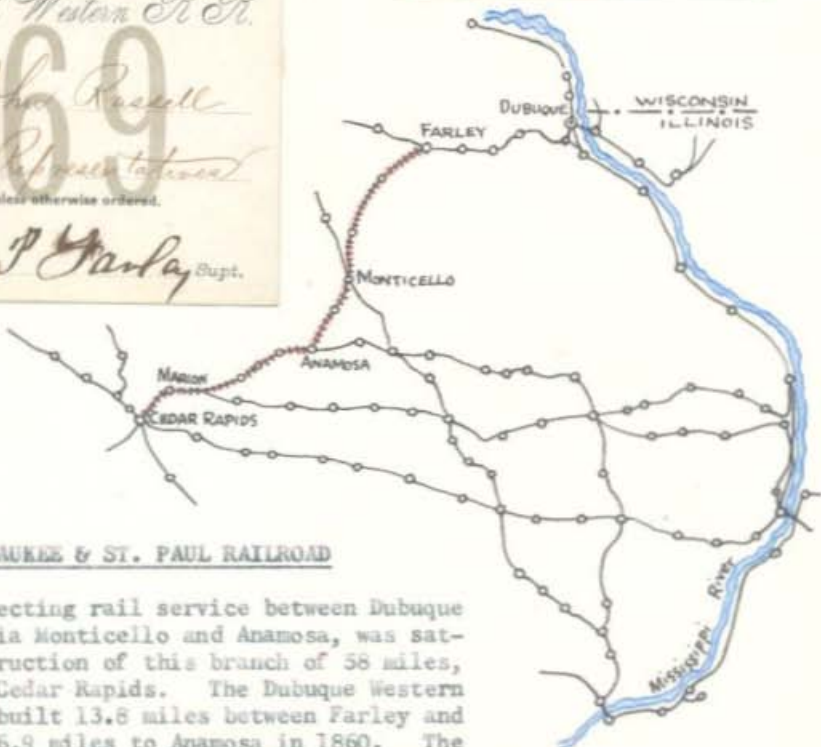


This cancellation, one of the rarer Agent markings, indicates a Southbound trip, from Monticello to Clinton, in 1881, as applied by A. L. Blakeslee. Six trips daily were made under Mail Contract No. 27027 on this line.





DUBUQUE SOUTHWESTERN BRANCH



CHICAGO, MILWAUKEE & ST. PAUL RAILROAD

The need for connecting rail service between Dubuque and Cedar Rapids, via Monticello and Anamosa, was satisfied by the construction of this branch of 58 miles, between Farley and Cedar Rapids. The Dubuque Western Railroad, in 1859, built 13.8 miles between Farley and Sand Springs, and 16.9 miles to Anamosa in 1860. The Dubuque, Marion & Western Railroad built 10.7 miles to Springville, the Dubuque Southwestern R. R. 10.8 miles to Marion in 1863, and finally 5 miles to Cedar Rapids in 1865. Six trips daily were made in 1877 under Mail Contract No. 27020.



# LIVE STOCK.

## EXTRACT FROM FREIGHT TARIFF.

**Live Stock**, in quantities less than a car load: 1 Horse, rated 2000 lbs; 2 Horses or more (less than a car load) 1500 lbs each—First Class Rates.

**Horned Animals**, less than a car load, rated 2000 lbs each, at Second Class Rates.

**Live Sheep and Hogs**, less than a car load, at actual weight, First Class Rates; but not less than twenty-five cents each.

Stock of all kinds must be at the risk and in the care of the owners while on board of cars.

When Live Stock is shipped, one or more car loads at a time, the owner or his agent must accompany it, to take care of the same, and at his own expense, to feed and water. Each owner or agent will be passed free on the train for that purpose, allowing one person to from one to three car loads, and in the ratio of one additional person for every additional three car loads—provided no more than three persons are passed on same train with any quantity of Stock. It is to be expressly and distinctly understood, that all persons so passed, do so at their own risk of personal injury, from any cause whatever; and the owner of the Stock is to assume all risk of injury or damage that the animals may do to themselves or to each other, or which may arise from delay of trains or otherwise.

No. of  
CARS.

### MISSISSIPPI & MISSOURI RAILROAD.

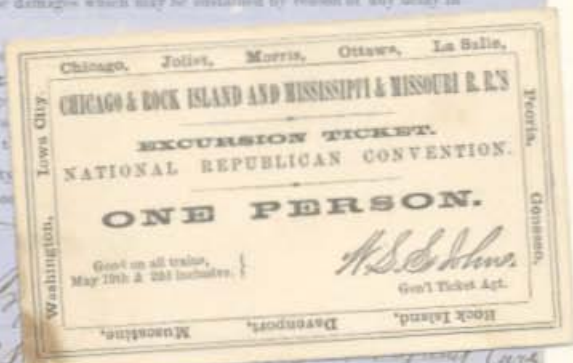
*Iowa City Station, Aug 15 1861.*

Memorandum of an Agreement, Made and concluded this day, by and between the MISSISSIPPI & MISSOURI and CHICAGO & ROCK ISLAND R. R. CO.'S, of the first part, by their Station Agent, at the above named Station, and *Capt W P Hepburn* of the second part, Witnesseth, that whereas the said Mississippi & Missouri and Chicago & Rock Island Railroad Companies, transport Cattle, Hogs, Sheep, Pigs, Swine, Lambs, Calves, or other Live Stock, only as per tariff in use at this date for Stock per Car Load, or when taken less than Car Load, as per Special rates, published on the Tariff of prices.

Now, in consideration that the said parties of the first part will transport, for the party of the second part, such Live Stock, at the rate of *19* Dollars per Car Load, or \_\_\_\_\_ Cents per 100 lbs., the said party of the second part does hereby agree to take the risk of injuries which the animals or either of them may receive in consequence of any of them being wild, unruly, weak, escaping, or maiming each other, or themselves, or from delays, or in consequence of heat, suffocation, or other ill effects of being crowded in the cars, or on account of being injured by the burning of Hay, Straw, or any other material used by the owner for feeding the Stock, or otherwise, and for any damages occasioned thereby, and, also, all risks for damages which may be sustained by reason of any delay in such transportations.

And it is further agreed, that the said party of the second part, said Mississippi & Missouri and Chicago & Rock Island Railroad Companies, shall be subject to the orders of the owner, or his agent, who shall be subject to the orders of the owner, or his agent, that the person or persons riding free, to be that may be granted by the parties of the first part, do so at their own risk.

And this agreement further witnesseth, that the said party of the second part, said Mississippi & Missouri and Chicago & Rock Island Railroad Companies, shall transport to *Davenport* Car Load *Three* Car Loads of Live Stock.



Contract with the Mississippi & Missouri Railroad to transport 3 car loads of horses from Iowa City to Davenport for Capt. W. P. Hepburn, Company "B" 2nd Regimental Cavalry in connection with the Civil War, dated Aug 15 1861.

# Iowa Postal History



CHICAGO AND NORTHWESTERN RAILWAY

This CEDAR RAPIDS & COUNCIL BLUFFS R.P.O. cancellation was used in 1870s and 1880s on the Main Line of this road between Clinton and Council Bluffs.

Construction was commenced in 1857 when the Chicago, Iowa & Nebraska R. R. built 44 miles between Clinton and Wheatland. In 1858, 20 miles were built to Lisbon, and in 1859, 17.3 miles on to Cedar Rapids. In 1861 the Cedar Rapids & Missouri River R. R. constructed 41 miles to Chelsea, 29 miles to Marshall in 1862, 29 miles to Nevada in 1864, 23 miles to Boone in 1865 and finally, in 1867, 149.6 miles to the Missouri River, to connect the Mississippi and Missouri rivers.

When this postal card was mailed in 1876, there were 12 trips daily under Mail Contract No. 23003, by the Chicago & Northwestern Railway.



THE WESTERN MAILS



DUBUQUE TO FT. DODGE  
L.D.BUTTON 1/15/MAR D.TO FT.D. R.P.O.

Item 1- L.D.Button, D. TO Ft.D. R.P.O., 24, blue, 1873. IV  
This is an unlisted postmark which I am glad to record. It is of the type known as clerk's personal handstamp, normally used for facing slips, reports, sorting slips, etc. While not normally used to postmark mail matter, the clerk sometimes used them when regular hammer was damaged, mislaid, lost, etc. Will assign catalog No. 759-AF-1 to this example. Route was via Illinois Central R.R. Iowa Div. from Dubuque to Fort Dodge, Ia. 192 miles. R.P.O. clerk L.D.Button was listed in 1871 and 1873 Register .He was born in New York, Hired in Iowa and had a salary of \$1,400 per annum.

*C. L. Towle*  
Charles L. Towle



**ILLINOIS CENTRAL R.R.**  
Both cards addressed to Manchester, Iowa and routed over the Illinois Central. Cover below originated at Rockford, Illinois **CHICAGO & DUBU. R.P.O. W - bound.**  
Cover above originated between Dubuque and Ft. Dodge about 1875.  
Charles L. Towle & Henry A. Meyer were the authors of **RAILROAD POSTMARKS 1861 1886.**



St. Paul & Sioux City Rail Road.  
 DURING THE YEAR  
 1870  
 PASS *Wm W. Kilbourn*  
 Post Des Moines Valley RR  
 upon the conditions endorsed hereon.  
 No. 445 *C. F. Drake* Post.

LAND DEPARTMENT,  
 St. Paul & Sioux City R. R. Co.,  
 ST. PAUL, MINN.

SAINT PAUL  
 JUN 28  
 MINN.

*Miss Helen B. Pillsbury*  
*Care Gen S. P. Jewison*

ST. PAUL  
 JUN 28  
 R. P. O.

1876

S. C. & ST. P.  
 MAY 5  
 R. R.

1874

ST. PAUL  
 JUN 28  
 R. P. O.

*Gen. W. S. Lusk*

ST. PAUL & SIOUX CITY  
 RAIL ROAD. The route  
 was St. Paul, Minn.  
 to Sioux City, Iowa,  
 via the CHICAGO, St.  
 PAUL, MINNEAPOLIS &  
 OMAHA RAIL ROAD.  
 The two railroad  
 postmarks are not  
 listed in TOWLE &  
 MEYER, but there is  
 a similar - ST. P. &  
 S. C. to the R. P. O.  
 shown here

*Dec 4: May 4, 1874*

S. C. & ST. P.  
 MAY 5  
 R. R.

*Miss Addie Marsh*  
*Joseph*  
*Burcharn*  
*Iowa*



**HOUSATONIC RAILROAD**

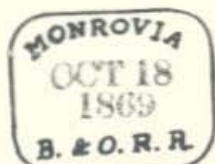
This route ran between Bridgeport, Conn. and Pittsfield, Mass. The cover shown bears a three cent stamp of the 1856 issue, tied by the railroad station postmark of **HAWLEYVILLE, Conn.**, on **OCT 31**, about 1860.



**ALLEGHENY VALLEY RAILROAD**

**E.B.EX.A.V.** was the Eastern Branch Extension of the **ALLEGHENY VALLEY R.R.**, between Driftwood and Red Bank Furnace, Pennsylvania, used about 1876.

THE WESTERN MAILS



274-5-8



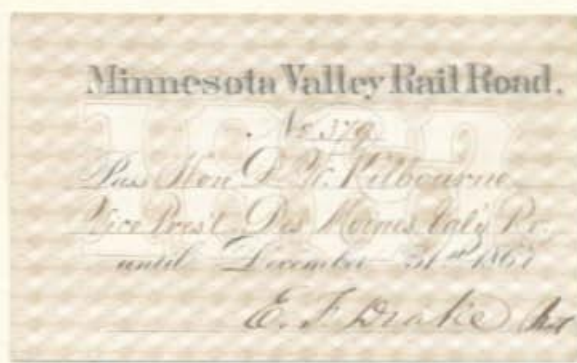
BALTIMORE & OHIO R. R.

MONROVIA OCT 18 1869 B & O. R. R. A railroad station postmark tying the 3 cent stamp of the 1869 issue, addressed to PAWNEE AGENCY NEBRASKA



EAST TENNESSEE, VIRGINIA & GEORGIA R. R.

E. T. Va. & Ga. R. R. BURNSVILLE JUN 29 1885. A rare railroad station postmark in BLUE. Cover addressed to Burlington, Iowa and back stamped on reverse as illustrated above.



MINNESOTA



LAKE SUPERIOR & MISSISSIPPI RAILROAD

This railroad was established under territorial land grant charter, to connect the head of Lake Superior with the Mississippi river, at St. Paul in 1857. Later, after its construction in the 1870's, the name was changed to the ST. PAUL & DULUTH R.R. The cover shown bears the type B-1 postmark used from Pine City, Minnesota which was a station on the line.

